

IRVINGTON 2000 COMMITTEE

Waterfront & Business Development Subcommittee

Draft / Vision Study

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**Village of Irvington
Irvington 2000 Committee
Waterfront & Business Development Subcommittee**

Draft Vision Study:

I. INTRODUCTION:

A: Purpose:

On June 21, 1994, the Irvington Board of Trustees convened a meeting to organize the Irvington 2000 Committee. The work of this special committee made up of Village residents was envisioned as 'one of the most important undertakings on behalf of the community in many years'. The mission charge of the Irvington 2000 Committee is to 'begin to plan now, to assure as best we can, that Irvington in the 21st century will be what we want it to be, rather than wait until it may be too late for meaningful response, policy or planning'. To achieve this by recognizing Irvington's potential, examining issues including current and projected problems, identifying trends, and goals, determining objectives and recommending solutions to be considered for implementation.

The goals of the Irvington 2000 Subcommittee on Waterfront and Business Development, herein referred to as the "Subcommittee", are to undertake a study of the Main Street Business District, the existing and potential uses of the Waterfront District, and the relationship of those to each other and the community as a whole. Because the focus is twofold, that which we wish to preserve of our Main Street "center", and that which we wish to change along the waterfront, this subject has been approached as a particularly prominent and delicate issue. The impact of rapid growth, prospective business development, parking and traffic issues is of primary concern throughout the study.

Similar to the objectives of the Westchester 2000 study, this report is intended to set a direction, allowing public officials, residents, and the business community to focus policy and

planning efforts on areas likely to produce the most benefits. While focusing on the enhancement and stabilization of the Business District, the study encourages quality of life improvements such as the creation of recreation, parks, and open spaces, conservation easements, administration of historic sites, and basic standards for community design and appearance.

To protect the Village from typical "downtown blight" and deterioration, Irvington will need to revitalize its shopping base by aggressive marketing with a 'commitment to Main Street' the heart of the community. At the same time, excessive commercialism must be curbed. Careless advancement can be backward, and Main Street can lose its authentic historic character. What people like about Irvington is its small town ambiance. As one resident expressed, "people come here for the Village's individuality, historic character, simplicity and natural beauty. There is only one Irvington and it needs help to remain original."

Waterfront development must be compatible and linked to the Main Street business district, without negative impacts on traffic, parking and environmental conditions.

This "Draft Vision Study" attempts to reflect a consensus of opinion from residents and businesses, forming the basis of recommendations or options presented. In deference to formal public consensus the Subcommittee has adopted basic guiding principles of recognizing existing commercial, environmental, architectural and scenic resources, and a resolve to work with what we have now as a starting point.

The Subcommittee recognizes inherent limitations of it's mission. It is not capable of performing tasks normally relegated to professional consultants, or to formulate a comprehensive master plan for future growth, and draft zoning amendments or implementation programs. However, it will look at where we have been, where we are now, and where we should be going.

It is not only prudent, but essential, that we lay the groundwork and secure options now which will protect Irvington and benefit its future.

B. History:

The Village of Irvington was incorporated in 1872 as a municipality of Westchester County to protect against further erosion by neighboring villages during the "Greenburg break-up". Under Article 7 of the Village of New York State law, Irvington was granted powers which include zoning and planning sovereignty. The law provides villages certain controls over appearance, general welfare, land use, parks, recreation, and conservation of natural and historic resources. Along with such independent status comes paramount responsibility.

In 1980, Irvingtons' Board of Trustees, and a Land Use Steering Committee along with professional planning consultants produced the "Village of Irvington Comprehensive Land Use Plan". Planners were guided by criteria and goals formulated through public discussions and adopted by the Trustees in 1977. The plan's objectives were: Preservation of the Village character; maintenance of historical locations; improvements to appearance of Main Street and the waterfront; enhancement of economic vitality of the business district; expand park facilities and open spaces; and minimize negative impacts of traffic and infrastructure. Adoption of the Comprehensive Land Use Plan established zoning criteria and a policy that all public improvements specifically enhance community design.

In 1986, the Board of Trustees appointed a Land Use Review Committee comprised of long time residents of the Village. This effort was initiated in response to a growing concern of residents about the rapid pace of growth and change in the Village. The Mayors' charge to the Committee was to identify development issues and make recommendations to the Board of Trustees on growth management policies the Village should follow in the future. This committee, with the assistance of professional consultants prepared a "Report and Recommendations To The Trustees".

The questions considered were: "Could the character of the Village, the very qualities which are attracting new development, be maintained? What would the impact be of such expansion on the quality of life in the Village, and what could be done to maintain and improve quality of life in the future? The basic issues addressed were: Viability of the 1980 Comprehensive

Land Use Plan, adequacy of Village services, and zoning requirements for future growth.

Growth had taken place without the implementation of many of the measures considered so vitally important by the planners, and many options previously available to the Village were impeded. Therefore "amendments of pertinent Village ordinances were necessary to implement recommendations outlined in the Comprehensive Land Use Plan".

The Review Committee prescribed statutory amendments to the 1980 Plan for approval and implementation. These objectives included:

1. Protection of environmentally sensitive areas, including land along the Hudson River.
2. Maintenance of scenic resources and the Village's attractive character through preservation of historic features, including vistas from Broadway, Main Street, and views of the Hudson River.
3. Control of density, and environmental characteristics through adoption of comprehensive legislation for zoning that would provide reliable, objective means for implementation of protection policies.
4. Implementation of provisions to secure active and passive recreation, including parks and recreation space.
5. Expand the waterfront zoning to permit residential and commercial uses.
Minimize traffic to and from waterfront areas and provide for commuter drop-offs on the Astor Street side of railroad tracks to reduce trips over railroad bridge.
6. Provide enough parking to meet needs of new waterfront development. The Committee cited suggestions made by a consultant to further study the possibility of using the Public Works site on Astor Street for a parking structure.

7. Provide recreation space located at the southerly end of the waterfront area, and construct a pedestrian walkway all along the river, including a boat launch area.

Also in 1986, the Trustees retained architect, Peter Gisolfi, to prepare a waterfront revitalization plan. This plan did not receive public approval, and was based on overall new development of the entire waterfront area west of the railroad. The plan proposed mostly residential use with some retail shops, restaurants, recreation, a esplanade and other public improvements.

Upon review of these studies, the Review Committee concluded that preservation of open space should be the primary goal in waterfront redevelopment. Since active recreation land was already insufficient and could never meet needs of future population, maximum open space should be provided at the waterfront.

Major goals reiterated by the review included maintaining the existing character of the Village, Main Street area, and vistas of the Hudson River. Density of any waterfront development should be compatible with surrounding Village densities, and should be harmonious with the existing scale and architectural complexion of the Village and Main Street.

The Review Committee strongly recommended that any waterfront development carry through the feel, character and style of the Village Center, creating an extension of the Village, not a private enclave. The Committee identified the Main Street Business District as "a unique feature of the Village", furnishing a core that gives the community much of its "charm". The report advised that it is "essential to preserve the existing ambiance of the business district to the maximum extent possible".

To assure a sense of extended village, waterfront area development would follow specific criteria for design materials, architectural style, and new zoning regulations for density, height, bulk, coverage, setbacks, parking, and open space.

The Review Committee report confirmed that 'goals contained in the 1980 Comprehensive Land Use Plan remained valid, but because of the unanticipated rate of growth and failure to enact certain provisions of the Plan into Village ordinances, it has been an insufficient tool for development decisions made in the Village'. The report concluded that new zoning provisions and other changes proposed would make the Comprehensive Plan the "effective development guide for the Village it was originally intended to be".

The intent of the proposed measures was to provide for 'reasonable development, without sacrifice of quality of life in Irvington.' Described as the most important agenda facing our village, and requiring timely action, new development and zoning regulations were implemented in 1989. Sincere effort was made by the Review Committee to create 'proper balance between change and preservation'. However, approved zoning amendments did not include the waterfront and Industrial Districts, nor was enough protection secured for preservation of the historic ambiance of the Main Street Business District.

II. METHODOLOGY:

A. Research:

The Subcommittee on Waterfront & Business Development collected data, identified current and projected problems, reviewed previous reports and studies, and explored potential resources of support. Past reports on issues such as traffic patterns, parking problems, waterfront development proposals, environmental impact studies, and mapping data were reviewed.

To establish a broad scope examination process, and to consider planning criteria compatible with those of the State and County, the Subcommittee reviewed reports and publications produced by Westchester County, Westchester Municipal Planning Federation, County Planning Board, Hudson River Valley Greenway Conservancy, Scenic Hudson Inc., and New York Main Street Alliance. The Subcommittee also participated in open forums and meetings arranged by the Irvington 2000 Committee.

To refine its focus, and assess local issues and objectives which might serve as specific planning criteria, the Subcommittee helped produce a questionnaire in the Village Newsletter to solicit responses from residents, and conducted a poll of local businesses and merchants. While it was felt that more in-depth surveys of private and public opinion must be made before ultimate conclusions are drawn, these responses have been viewed as introductory samplings of community sentiment.

In formulating criteria for a "vision study", the Subcommittee asked the basic questions:

- * What are the problems the business community faces?
- * What kind of Main Street do we want?
- * What is the potential impact of waterfront development on Main Street?
- * What are the solutions needed to strengthen economic vitality?
- * What practical development would we like to see at the waterfront?
- * What is feasible and how can we achieve our goals?

Research conducted by the Subcommittee included the following tasks or activities:

1. The current codes of the Village of Irvington were reviewed to understand the relationship between existing zoning limitations and future development potential.
2. Previous studies and reports, such as the Comprehensive Land Use Plan, The Land Use Review Committee, the Draft Environmental Impact Study by 119 Associates, the Hudson River Greenway sponsored report by Peter Eschweiler, and the Irvington 2000 questionnaire were reviewed and discussed..
3. Inquiries were made with the Chamber of Commerce to identify merchants and business owners in the Business District along the Main Street corridor, and to help assess problems, needs, and views relative to the business environment.
4. Reviews of media up-dates on other Main Street/Waterfront revitalization projects were made to learn about similarities and models worthy of consideration.
5. To support the determination of reasonable limits and controls, and to help evaluate emerging patterns, density, traffic, parking and zoning issues, the Subcommittee produced a map of the Village's Business District. The map illustrates existing properties, describes zoning, mixed uses, and designated parking areas.
6. Parking spots were counted along Main Street and in Village and commuter lots and spot checks were made to observe cyclical conditions. A 1991 parking survey produced by Terence Masterson was also reviewed. The report provided a breakdown of existing spaces, and listed suggestions to consider for increasing parking, some of which have been implemented. Traffic analyses and impact studies made in previous proposals and reports were also reviewed.
7. To aid the analysis of the waterfront area and its relationship to the Business District, information was gathered on waterfront properties to identify areas of

potential new development and rehabilitation. Existing occupancies, projected uses, and future development plans were discussed with property owners. More detailed information, including property surveys, site maps and building plans will be required to facilitate a thorough study of these properties.

8. A presentation was given by the County Planning Department regarding planning aid and resources available from the County for infrastructure improvements, acquisitions of easements for parks and open spaces, and waterfront revitalization programs. The Geographic Information System Laboratories provides a rich source of data such as land use inventory, maps / open spaces, rights of way, environmental features, , population, demographics, and Patterns.
9. A meeting was attended with Historic River Towns of Westchester, of which Irvington is a member. The prospect of tourism and its impact on the Village was discussed. Tourism issues and objectives were being considered by the Chamber of Commerce, businesses and public officials, to determine benefits to the Village.
10. A meeting was held with Jeffrey Anzevino, a consultant with Scenic Hudson, who presented views on planning approaches for Irvington's future. Suggestions for appropriate courses of action were based on how other "rivertowns" with similar conditions have proceeded in their efforts.
11. Other sources of technical support and funding have been explored, including:

American Greenways Conservation Fund

Hudson River Improvement Fund

Hudson River Valley Greenway Grants Program

New York State Office Of Parks Recreation / Historic Preservation

N.Y.S. Coastal Zone Management / Environmental Protection Act Grants.

Awards and grants are for governmental bodies and tax exempt organizations with specific project descriptions, architectural / engineering studies and community approvals. Detailed information about these sources are available for review

B: Findings:

Many recommendations made by earlier official studies are recognized as still valid and worthy of further consideration. Coincidentally, the Subcommittee is also in general agreement with many suggestions offered in the Eischweiler comments on potential waterfront development.

Since Main Street's economic viability is essential to the stability of the entire community, a healthy plan for the Business District would consequently formulate planning directions for the waterfront. Any development of the waterfront area must be a compatible extension of the business district and the entire village. And, to remain an 'Historic Village', Irvington's scenic resources and historic character must be preserved.

Based on analysis of data gathered, the following observations are offered for consideration:

I. Main Street / Business District:

In a previous studies, one report asked "What is a desirable and realistic future for Main Street?" Planning consultants urged that a sympathetic effort be made to encourage economic stability and attractiveness of the Main Street area, without impairing its small village character as an effective commercial center. And, historic buildings deserve attention and protection as part of Irvington's heritage. As exemplified by other Westchester towns, when the commercial core is allowed to falter, the impact is felt throughout the community.

The fundamental problems cited in earlier studies remain as even more profound issues today. With rapid growth comes increased population, more traffic, a greater demand for services and parking. With the threat of even more "encroachment" of automobile dependent retail centers, Irvington's "downtown" business district must be maintained as a vital village center. The high cost of living and tax burden must be controlled, and the general economy requires nurturing.

New development will potentially have a negative impact on the quality of life. Increased density will intensify the need for recreation and open space which is already deficient. The environment, scenic resources, historic character, and general welfare of the Village must be protected.

Though Irvington's commercial center has fared better than many villages in Westchester over recent years, it must guard against the same destructive trends caused by development of shopping malls, office parks, and the arrival of large scale discount stores. Maintaining a balance of more upscale specialty stores and diversity of services, coupled with a concerted promotional effort by a well organized business coalition would appear to be good defense against these trends.

Traditionally, problems leading to the economic deterioration of village Main Streets have included deficient parking, impotent Chambers of Commerce and Planning Departments rendering "the Village" obsolete. Residents lose interest in patronizing "Main Street", and governing officials do not promote business districts through adequate incentives and assistance.

In review of a questionnaire sent to 2,838 addresses, respondents indicated that preservation of the Villages small town character is important and that they feel safe in Irvington and enjoy its beauty, open space and parks. Most disapprove of industrial activity, and prefer no expansion of commercial activity in the current business district. A majority would like to see a variety of stores such as a bookstore, clothing stores, shoe repair shop, fresh seafood and produce, bakery, and automatic teller machine.

Most respondents considered preservation of open space, historical properties, architectural heritage and the historic character of the Village a high priority, and favored the designation of Main Street as an Historic District.

A majority also thought the Village should acquire space at the railroad / downtown / river area for additional parking.

Results of a survey of businesses and merchants along Main Street revealed the following:

- a. Descriptions of Main Street ran from shabby in character to quaint, wonderful, and historic. Major needs were expressed for more diversified business and retail stores required to encourage local shopping. More open on Sunday business is desired because many regional shops and malls remain open.
- b. Parking is a problem, but control of the present parking requirements could be helpful. Side street parking was expressed as a problem for residents living on side streets, because of limited spaces and the use of side street parking by merchants, shoppers, and commuters.
- c. To ensure growth additional rental space for some businesses seemed necessary as the outlook for growth was positive.
- d. Tourism was a very strong requirement for business support. There was a mixture of comments among respondents regarding the notion of making capital improvements for the purpose of attracting tourism or local patrons. Some had already implemented such improvements, while others claimed a wish to do so if affordable. A minority indicated they would not be interested or offered no comment. It was felt that landlords could improve the appearances of the rental buildings. In model cases, sales increases have been shown to flourish as a direct result of "downtown" improvements.

- e. Regarding the idea of a local business development group, the response was generally uncertain. Recommendations were made that the Chamber of Commerce be engaged to further analyze the advantages of such organization.
- g. With regard to potential waterfront development, a combination of recreation, residential, commercial office, and retail uses were preferred. However, the Chamber Of Commerce has expressed reservations about compatibility of waterfront retail uses vs. Main Street business. Will waterfront visitors shop at 'the' Main Street ?

A good plan for the stabilization and growth of Main Street and the Business District including the waterfront area, must entail evaluation of traffic and parking; historic structures; land uses, ownership patterns; trends of adjacent neighborhoods; and incentives for private investment.

2. Traffic & Parking:

Based upon observations of the Subcommittee, review of previous traffic studies, it seems obvious that traffic on Broadway and Main Street has increased to the point where any future development could have substantial impact on the Village. It can be assumed that traffic conditions will not get better, and that any healthy development plan for Irvington would be one which generates minimal impact of traffic on Main Street and the bridge to the waterfront during peak hours.

A report by Terence Masterson in 1991 suggests that 'parking remains one of the more vexing longstanding problems of many downtown areas'. Parking is a "quality of life" issue with direct impact on retail customers, local workers, residents, and commuters, and continues to be an enigma for the Village.

The report identified some long term solutions, and behavioral patterns, and made specific recommendations of how parking could be increased. A valuable data base was created, listing the number of spaces by volume, category and location including commuter lots, permit lots, and Main Street region. Some of the plan was implemented and achieved 'significant results at little or no cost to the tax base'. The Board Of Trustees has been very supportive and instrumental in continued improvements.

To more effectively address parking needs and establish a program of priorities, progressive updating of inventory is required and continued research into the subject of parking is necessary.

A general opinion is that there is a "serious parking problem". Realistically, parking is a cyclical problem or nuisance at certain times and only in specific places. There is a blend of intensive use during peak times and under utilization at off-peak.

Side street parking and Main Street parking are interdependent. Where merchants, employees, and officials park in the Main Street area has important consequences on the availability of spaces for patrons of the retail businesses and side street residents. Residents need convenient parking where there are no private garages.

Comprehensive studies are needed to address the complex issues related to parking and traffic, including economic implications of remedial infrastructure improvements.

3. Waterfront:

Basic objectives for development of the waterfront are not significantly different than those of earlier reports. These same fundamental principles have been supported over many years by concerned citizens and various public officials.

- * Waterfront as extension of the Village, with minimal traffic impact.
- * Maximum open space/recreation areas, pedestrian / public access to the river.
- * Main Street view corridor to be protected and enhanced.
- * Main Street and Business District to continue across the railroad to the river.
- * Accommodations for additional parking.
- * Stabilized business economy and tax burden.

Respondents to the Irvington 2000 questionnaire regarding choices for use of the waterfront property, preferred recreation as primary, along with commercial / residential mixed use. It was felt by the Subcommittee that the questions regarding waterfront uses might have been phrased in a manner which would evoke more clearly defined answers. However, responses may be construed to reflect a desire for a mix of commercial / residential / recreational uses.

- a. At the request of the Board of Trustees, Peter Eschweiler, a consultant for the Hudson River Greenway Communities Council, recently prepared suggestions for approaches the Village might take in planning for new development along the Hudson River Waterfront.

The Greenway program encourages local governments to take back control of the river and promote the Hudson River Valley as a unified, scenic, economic and environmental asset, and stresses five major principals:

- 1) Open space networks, natural, historical and cultural resource protection, and development of the Hudson River Greenway Trail system.

- 2) Realistic local planning undertaken with foresight, making maximum use of the planning and development implementation mechanisms available.
- 3) Support for sustainable economic development, including , tourism and urban redevelopment.
- 4) Reclamation of the waterfront, and the improvement of public access thereto. Private development should be encouraged, with incentives where appropriate, to accommodate such improved access in their sites.
- 5) Public education with regard to principles of conservation, through encouragement of public participation by local groups in the development of sponsored plans.

These suggestions are basic concepts which need refinement through cooperative municipal planning and development process. Meetings with the Village, volunteer groups and Boards are required before a formal study program can be adopted. The Village's peculiar objectives, concerns, and practical scope of planning must be considered in a sensitive and cooperative manner. The initial comments recommend:

- * Examination of existing land use, cultural, historic and natural resources.
- * Scenic view analyses.
- * Environmental area designations.
- * Tax base and exempt land analyses.

Included in a comprehensive study would be: The review of previous studies and records of land use and development policies, such as zoning ordinance; subdivision and environmental regulations; recreation plans; trail systems and open space plans; and capital budgets. In an effort to study and define "Vision plan" concepts, the Subcommittee has taken such policies and principals into account with exception of fiscal and tax base issues.

Concurrent with these principals, a good plan for economic stability on Main Street will determine, to a degree, the criteria for waterfront business development. Waterfront and Main Street business areas must not be considered separate but a single expanded district which is compatible and mutually supportive.

b. Description of waterfront properties:

- 1) The former Burnham Corporation site comprises approximately 8.75 acres, bordering Matthiessen Park and running south along the river. The land is dissected by West Main Street which extends from the Metro North train station to the Hudson River. The site is currently owned by Bridge Street Properties. The partnership plans to continue progressive development of existing buildings into facilities for small businesses.

The owners have been receptive to ideas and assistance of the community, and have successfully rehabilitated most of the old factory buildings on the waterfront. The current upgraded mixed uses include: Commercial, professional, and non-profit business offices; media production; design firms; warehousing; showrooms; and restaurant uses. This commitment to adaptive use of existing structures as an alternative to demolition and "urban renewal" style development, can be compatible to the needs of the Village, ie: low density and harmonious revitalization of the waterfront area which can enhance the Business District.

Plans for the north lot (between the Burnham factory buildings and Matthiessen Park) are uncertain, and are subject to review of overall waterfront plans and zoning allowances. However, interesting low density commercial / residential uses along with a riverfront esplanade connecting to parks could, as one owner commented, 'turn a barren industrial waterfront into a significant amenity for Irvington'.

- 2) An unoccupied 4.5 acre parcel to the immediate south of the Burnham site includes a brick office building and a warehouse building. The owners, Downriver Associates, have expressed a desire to work cooperatively with the Village toward harmonious development of the waterfront. However, the property is currently up for sale and future development is uncertain.
- 3) The southernmost lot is on 7 acres, and is owned and occupied by Elmsford-Interstate Lumber Co. The current status of this site is uncertain, however, early planning criteria must assume sale of the property as being eminent, and that regulations must be implemented which will provide for continued use of the property, or new development which would be beneficial to the community.

b. Planning criteria:

- 1) Concurrent with Mr. Eschweiler's comments, development on the waterfront must be linked "conceptually, physically, and economically" with Main Street. However, access to the waterfront is limited by one bridge over the Metro North Railroad tracks, and access to the southern parcels is limited to the Bridge Street easement along the west side of the railroad.
- 2) The current industrial zoning is obsolete and no longer serves the needs of the community. Public officials, property owners and developers of the historic Burnham Office Building (library project) have been highly supportive of the concept of zoning changes which will encourage a higher use of the entire area.

Further industrial, heavy manufacturing, or distribution uses on vacant waterfront properties would not be compatible to positive development, and may devalue or limit the potential of adjacent properties.

- 3) Statistics of Scenic Hudson show that revitalized waterfront properties enjoy 20% higher values than others, and that trails or promenades increase property values 6% higher. Pedestrian access contributes to quality of life, which is the third most important aspect of relocation for businesses. People spend more money near trails which can be tied into the Main Street Business District. Owners of waterfront properties would appreciate an advantage in property values with the inclusion of open space, an esplanade, landscaping and seating as an amenity to consumers, visitors, staff and the public.

Both passive and active recreation space is already a high priority need, and will become more so with new development.

d. Zoning:

- 1) Zoning for waterfront properties will need careful study to implement equitable conditions , while assuring that community goals for density, height, open space, traffic, parking and use restrictions are met. No single strategy can be right for all.

A managed mix, governed by a "master plan" for the placement and coordination of open space, vehicular and pedestrian access and various uses might be necessary. However, zoning cannot be too rigid 'in contrast to the fluidity and complexity of real-life development patterns'. As the Greenway report points out 'It would be easy to write planning standards to permit zoning for residential and commercial uses, or to borrow standards from other similar projects. But zoning does not make things happen, it lets them happen'.

- 2) It is possible, through new zoning and incentives, to support adaptive use of existing Burnham buildings consistent with the current uses and future plans of the owners. It represents a low density waterfront development reducing the potential of greater negative impact on the Village.

Future uses desired by the owners include: Business offices; residential lofts; joint living / working quarters for artists / artisans; and commercial / retail shops along West Main Street. Under Business / Commercial zoning, limited residential uses would be permitted as of right.

e. Traffic and parking:

Any development of the waterfront will impact on traffic, parking, and related environmental conditions. Some subjects of major concern are as follows:

- 1) Access to the waterfront by automobile is restricted to the Bridge Street Bridge. The bridge has a weight capacity of 15 tons, and vehicles longer than 15 feet are prohibited. Use restrictions over the bridge might be currently violated regularly by heavily loaded delivery trucks.

If the existing vehicular access is to remain the only way to reach waterfront, areas the bridge will require rebuilding or important structural reinforcement to allow heavier loads, particularly if business uses are dependent on large trucks.

- 2) The narrow 30 ft. easement along Bridge Street, between the Burnham factory buildings and the railroad provides the only vehicular access to the properties farther south. Currently it is the only exterior pedestrian access to the southern buildings. During peak hours the easement is not adequate for both vehicular and pedestrian traffic. Without a second vehicular bridge located south of the former Burnham factory buildings, any dense development of the southern waterfront properties would over stress the already constrained route.

The Bridge Street easement needs careful consideration regarding compliance with regulations and accommodation of two-way auto and truck traffic.

- 3) Parking is a vast and complex issue subject to more detailed analyses. Current zoning regarding parking will require careful review and may require amendment to accommodate waterfront development. For example, if zoning is changed to Commercial / Residential use, the current parking requirements of 1 space for each 200 sq. ft. for business offices and 1 space for each 150 sq. ft. for retail become prohibitive for adaptive use of the existing factory buildings because of building coverage / open space ratios involved.

f. Pedestrian traffic:

The only pedestrian access to the waterfront is over the existing Bridge or the tunnel under Metro-North train station. Neither option offers "pedestrian friendly" access, and nor compliance with handicap accessibility regulations.

- 1) Pedestrian access to the waterfront, including the southern area and to the south-bound side of the railroad station needs improvement.
- 2) If a pedestrian walkway is developed to provide public access along the river, many factors must be taken into account:
 - * Will an esplanade be achieved through zoning land use restrictions or conservation easement?
 - * Who will bear the costs of repairing the bulkhead, or construction and maintenance of an esplanade?
 - * As for security, what types of uses will be permitted, and during what times of day?
 - * What roles must be played by the N.Y. State, U.S. Army Engineers, Hudson Greenway, Westchester County, Owners and Developers?

g. Environmental conditions:

New development will likely require environmental impact studies per SEQRA and the Irvington code. Environmental conditions needing thorough investigation include:

- 1) New zoning will need to recognize restrictions of the 100 year flood plain.
- 2) Soil samples must be examined to determine bearing capacity, pollution, toxic content of land fill and any restrictions of uses or development regulated by the NYS Dept.of Environmental Control. For certain uses, the D.E.C. could require fill to be removed. Land could possibly be restricted to uses other than those desired.
- 3) Groundwater at 4 ft. below grade must be confirmed, and the impact on development must be determined.
- 4) Pollution of river water and disturbance of wildlife must be avoided during any bulkhead / promenade construction. Drainage and sewage disposal must be planned to preserve natural resources.
- 5) Open space / View shed must be preserved, i.e., setbacks, easements, height restrictions, sky plains (bulk), etc.

"Spot-check" soil surveys were conducted by owners of the adjacent lot south of the Burnham factory buildings. The test data and any remedial work required by the D.E.C. must be confirmed. More samples must be taken for a complete survey. The extent to which the D.E.C. may require further cleanup for a "clean site program" will depend on interpretation of lab test data as related to proposed uses permitted by new zoning.

III. CONCLUSIONS:

On the basis of its research and findings, and taking note of the Village's historical background, the Subcommittee submits this draft of a "Vision Study" intended to evoke further input of the Village Board, consultants, and Review Boards, so that a practical course may be taken toward presentation to the Village for public review. The report may also serve as a guideline for any immediate action the Village might wish to commence with regard to zoning amendments or endorsement of interim low-impact development.

The ultimate goal is to create a refined "Vision Plan" to be used as criteria for implementing zoning and development plans for future growth. Such plan will reflect more comprehensive detailed studies, consultation with outside sources of technical support, recommendations of professional consultants, suggestions of Village officials and a consensus of public opinion.

Taking into account the needs of residents, the business community, and waterfront property owners, and considering that many of the options available to the Village now may be "foreclosed if protective measures are not implemented" the following objectives and recommendations are offered to the Village as part of its "Vision Study."

A. Objectives:

Irvington should explore unique opportunities inherent in its location attributes. Main Street leads to the Hudson River, rich with scenic resources and surrounded by natural beauty. Main Street need not be restricted to automobile traffic. It is accessible by rail and by water.

According to reports from Westchester County Association, the region's economy will be increasingly service driven. Out of necessity of growth, there will be a movement toward more mass transit. The Village will have to address systematic analyses of planning, expansion, and productivity issues. Our goals should include the following:

1. "Development" of Main Street should be preservative in principle, ie: to work within the existing physical fabric without creating negative impact. Economic vitality of the Business District should be maintained through strong business alliances and diversity of services. Scenic views and architectural heritage must be protected.
2. The focus of any development should be a concern for Main Street as a central core of the community. Main Street should be extended to the Hudson River and provided with easy access.
3. To manage current and future congestion, analyses of traffic and parking problems in the Village must continue and further solutions implemented.
4. The historic village character, and Irvington's historically significant buildings and sites, must be preserved. This can strengthen the economic health of the community, and with careful preservation standards, the Village could participate in light tourism as part of a greater Hudson Valley attraction.
5. Current zoning of the waterfront allows Industrial use. If industry is no longer vital to the fiscal health and well-being of the Village, then steps must be taken to discourage such use or revise the zoning. New mixed use zoning to include residential use would eliminate industrial, heavy manufacturing and distribution uses, allowing waterfront development of a higher more diverse use, more beneficial to the Village and property owners. Any new zoning should secure a positive low density development of the waterfront
6. Uses which would provide employment for the community should be encouraged. As demonstrated elsewhere, fertile mixed use zoning can fill empty spaces. Small business can coexist comfortably with other uses to nurture the growing of working neighborhoods, provide jobs and a stable tax base.

Existing buildings should be allowed to accommodate a mixture of uses including restricted new residential development.

Through cooperation between public and private interests, Irvington could adopt a formula already proven viable by other revitalization efforts where for special zoning districts mixed use development includes the combination of living and working quarters. Residential units are allowed in upper floors of existing manufacturing or warehouse buildings with some light manufacturing uses permitted to continue, or non-residential space used as studios for artists, artisans, or light manufacturing crafts permitted within a fractional percentage of the total floor area.

7. Commercial uses of the waterfront district can include attractions which will help sustain both local and out-of-town patronage. Uses which inspire a cultural base for shopping and entertainment activities, cafes and family restaurants help cultivate community vitality during evening hours. The waterfront must link up with the Main Street business district.

A "mixed use district" could nurture the following possible uses:

- * Adaptive re-use of existing buildings to permit lofts, offices, shops, galleries etc.
- * Low density multi-family residential development.
- * Restaurants, retail shops, and open air market along West Main Street to enhance general business district.
- * Marina and / or boat club and other "river" related uses.
- * Parks, green space, riverfront esplanade and recreation.

8. Options for public access to the river should be reserved, and water related recreation encouraged, ie: tour boats, marinas, etc. Pedestrian access to adequate open spaces for both passive and active recreation should also be a primary goal. Automobile access to the waters' edge should be limited to emergency vehicles and boat launch activities.
9. Over planning must be guarded against, and zoning must be carefully structured to allow "flexibility," not over restrictive nor under restrictive. The problem of how to preserve existing buildings under zoning which may apply also to other properties, ie: potential, density, and marketability must be resolved if new zoning standards are adopted. Incentives must be given for redevelopment of existing buildings while development options are increased for vacant sites.
10. Careful attention must be paid to diversity of design, the scale, and density of any new construction, and resulting impact on Main Street business, traffic, parking, view shed, environment, and scenic resources.
11. Adequate parking space must be provided near waterfront and railroad areas to accommodate commuters, new waterfront development and recreational activities.
12. Basic objectives prescribed by the Land Use Review Committee are relevant to this report. (See page four).

B. Recommendations:

The Subcommittee has endeavored to identify basic problems and constraints, suggest short term interim development strategies, and recommend broad stroke concepts, solutions or planning directions. The volunteer group is not capable of producing detailed implementation programs, comprehensive planning scenarios, nor zoning amendments for public review.

The Subcommittee recommends that a final "Vision Plan" study be undertaken under contract with a consultant team selected by the Village. The consultant team would be guided by a refined program adopted by the Village and based on this draft "Vision Study".

Subject to Village Board approval, a "Vision Plan" consultant team could be made up of local professionals and planning specialists (with expertise in similar programs) as subconsultants. The consultant team would report to a special oversight committee made up of members of the Board of Trustees, Village Administrators, representatives of the Chamber of Commerce, Planning Board, Zoning Board, Architectural Review Board, Environmental Control Board, and Recreation Department.

Based upon adopted principles, a professional consultant team could produce detailed plans for review and implementation. As recommended by the Eischweiler comments, these planning strategies would be based on Irvington 2000 Committee reports; assessment of inventory and economic opportunities; the compilation of alternative development scenarios for public discussion; selection of the recommended scenario; and an implementation program with generalized budgets, specific recommended funding sources, development of zoning standards, design guidelines, and SEQRA review.

The planning study should encompass the Business District, Industrial District, and relevant adjacent areas of the Village which may be impacted by zoning amendments or development, including eventual future uses of the Columbia University property and other large parcels of undeveloped land.

Base maps should be prepared by consultants to include existing conditions, streets, roads, lots, buildings, parking locations, trends, and any other critical data. Previously compiled maps and data considered to be applicable planning criteria, and maps illustrating the consultant team's recommendations should also be included.

The consultant team would ultimately present a formal documented 'Vision Plan / Master Plan' for public review and adoption by the Board of Trustees. The final planning study must be the result of 'careful analysis of economic strategies which will enhance the commercial and residential areas affected', and must reflect public and private consensus of what the Waterfront and Main Street should be.

Vital program criteria for a 'Vision Plan' is herein presented for consideration. These recommendations are as follows:

1. General Planning:

- a. Concurrent with some of the recommendations formerly rendered by Scenic Hudson, the following suggestions are offered:

- * Protect the view shed and historic character of villages along the Hudson River, and adopt a "back-to-the-river" point of view. Irvington can join and support other "River Villages" in these efforts, and create a committee or some mechanism to represent the Village in Scenic Hudson meetings and report to the Village Board any programs or actions to be considered for adoption.

Tourism objectives must be further explored through coordinated efforts of the business community. Suggestions should be presented to residents and public officials for review, input, and approval.

- * Consideration should be given to possible zoning changes in the Industrial District which will encourage development of water related activities mixed with other uses, such as:

Marinas; riverboat tours; dinner cruises, water enhanced restaurants, water recreation, passive recreation; esplanade; museums; and retail shops. Light manufacturing or artisan craft shops would not be incongruous to the above uses and should not be ruled out.

- * Planning framework should accommodate future linkage with the Greenway Trail, possibly tying together hiking, boating, biking, and other recreation.

- * Consult with the Coastal Management Program, a Department of N.Y. State which helps develop plans and zoning for waterfront revitalization projects.

- * Promote alternative transportation policies to encourage more use of mass transit, and plan for land use which will invite people to walk to work, restaurants, and shops. Make the best use of Metro-North transit infrastructure. Explore advantages of boat access from the river to the waterfront and Main Street business district. Coordinate with similar goals and plans of neighboring villages.

- b. Establish a forum similar to Economic Development Committees formed in other communities for more cooperation between public officials, retail and commercial businesses and Chamber of Commerce. Basic goals are to attract loyal shoppers, maintain a "downtown" where people will commune and feel a sense of pride, and encourage a variety of upscale merchants with wide appeal to strolling shoppers.

2. Main Street Business District:

- a. Encourage development of an extension of the Main Street corridor to the Hudson River. Commercial uses must be compatible with, and enhance existing Main Street Business District. with low negative impact.
- b. Nurture economic development by drawing tourists and residents to the Business District. Businesses might be inspired, like Tarrytown, to establish a Business Improvement District through self taxing.
- c. Spruce up Main Street and adjacent business areas by planting more trees (such as along Astor Street), implementing a more dignified sign ordinance to include more tasteful signs and store displays (must be regulated), and installing attractive street lighting. The area around the train station is unattractive and needs beautification. The old station building is in need of repair, and fences need replacement.
- d. Organize a task force made up of representatives of public and private sectors and Chamber Of Commerce to join the National Trust for Historic Preservation's Main Street Center Program. This program helps form economic development strategies and directions for preserving historic commercial buildings.
- e. Develop architectural guidelines and standards for renovations and create funding for improvement of storefronts in the Business District which are not in character with the historic nature of the Village. This can be based on matching grants for merchants, or through tax incentive programs.
- f. Zoning amendments should be considered for Main Street which will allow renovation or replacement of buildings which are not already harmonious to

the historical street scape. Those identified as important to the historic fabric would be restricted. Amend existing ordinances intended for preservation to assure preservation of the Villages' architectural heritage. Laws should apply neutrally to religious and nonreligious buildings alike.

A zoning analysis should be made regarding the existing building stock along Main Street and the side streets to investigate potential for expansion.

Increased commercial and residential space may be economically advantageous to the community as a whole. Also the potential for increased parking in rear parts of lots along the Main Street corridor and adjacent residential properties should be explored.

- g. Appoint a resident committee made up of representatives of the Chamber of Commerce; Historical Society; Irvington Landmark Preservation; Board of Architectural Review; Planning Board and other citizen volunteers to conduct research, identify, and define local landmarks

Provide for the establishment of landmark sites and structures in furtherance of promoting economic benefits, cultural and educational advantages, and general welfare of the Village. Provide for protection of structures which represent development of national, state and village history, and / or which are of particular historic or aesthetic value to Irvington. The varied cultural, artistic, and architectural elements of the Village's past must be recognized and preserved because they cannot be replaced. This policy will stabilize and improve property values, enhance the Village's attraction and foster civic pride in those historic sites which give Irvington its unique character.

- h. Conduct research and explore the impact of local Historic District designation for Main Street. The preservation of Irvington as an historic village, and protection of historically significant buildings along Main Street is important to the enhancement of the entire community.

- i. Develop the Aqueduct as an important pedestrian access to Main Street. Safety, lighting and security issues should be assessed.
- j. Preserve important trees and ashler stone walls that border sidewalks.

3. Waterfront:

- a. Continue the Interim Development Law of 1995 (a moratorium on development of the Industrial Zone) until any new zoning ordinances can be implemented, or until it is decided that the no zoning amendments will be made. Even if the waterfront area remains status-quo, some variance to the zoning ordinance will be required to accommodate the new uses planned for the Burnham Building located in the Industrial Zone at Main and Astor Streets.
- b. Zoning analyses should be produced which would compare development potential under the existing zoning to that of any proposed new zoning.

Feasibility of new zoning for the waterfront site and adjacent Industrial zoned properties should include the Trent Building (Cosmopolitan Building), the Burnham Office Building, the Village's Public Works Garages and parking areas. This analysis will enable the Village to evaluate whether comprehensive re-zoning and revitalization of the entire industrial area is beneficial.

Since no single zoning category suits the diverse possibilities of the waterfront, any new zoning for the area must be creative and liberal in nature. Various alternative scenarios should be presented for a special district or other distinctive category which will accommodate existing mixture of diverse uses as well as new development. This will increase development options for vacant sites and support redevelopment possibilities for the existing industrial warehouse buildings.

Light manufacturing should not necessarily be ruled out. It can be supportive of rehabilitated buildings and meshes well with other uses in a mixed complex, ie; commercial downstairs / joint living / working quarters for artist upstairs.

Care must be taken to avoid spot zoning which would be considered arbitrary and capricious. However, Uniform zoning of the overall waterfront area will not be practical. Zoning for open waterfront parcels with potential for new construction cannot be the same as for existing buildings, if the intent is to preserve or rehabilitate some of the existing building stock.

Investigate how current Business District zoning regulations regarding use restrictions parking, yard requirements, lot area and height restrictions apply to waterfront properties. In the Business district, dwelling units are permitted as of right. However current zoning limits residential use to one dwelling unit per each 2500 sq. ft. of lot area, with constraints of maximum lot area coverage (80% including parking and driveways). While this zoning may be appropriate for the Main Street Business District, may not suitable for the rehabilitation of old industrial buildings.

To support the economic vitality of existing buildings, a mixed use zoning would allow multi-family dwellings such as joint living / working quarters for artists and artisans, and would permit limited apartment dwellings overlaid on commercial, office, retail, mercantile, storage, assembly, educational, institutional, and other harmonious uses.

Stringent use restrictions and site capacity regulations regarding street access, density, height, lot coverage, parking, view shed and environmental concerns must apply differently to new development vs. rehabilitation of existing old industrial buildings.

- c. Previous reports and records of land use and development policies, zoning ordinances, subdivision and environmental regulations, recreation plans, trail systems, open space plans, and capital budgets should be reviewed in relation to applicability to the waterfront.
- d. Zoning should include standards which will assure densities compatible with the Village, and design guidelines harmonious with existing architectural character of the Village. Height restrictions required by new zoning must prevent any development of the waterfront from blocking scenic views of the river from residential properties east of the railroad. Vistas of the river from Main Street must be preserved. A high standard of site planning and architectural design must be maintained.
- e. Revitalization of the waterfront should provide for the maximum of open space possible including active recreation.

Consider implementation of zoning changes which establish essential protection of the waterfront and secure future options for public access along the water's edge. An effort should be made to acquire an easement along the waterfront.

Optional means should be explored such as land trust programs, zoning limits, incentives, development funds, or a conservation easement.

Ideally, a minimum of thirty feet width of land along the entire length of the waters edge should be restricted to park, boardwalk / esplanade, marina, greenway path or other conservation usage. An esplanade along the river bulkhead can be tied to Parks, similar to other "Rivertown" plans. Planning should account for security concerns of property owners, access requirements of emergency vehicles, and environmental constraints.

Cost estimates for construction of an esplanade, possible sources of funding, and maintenance responsibilities must be determined. A detailed feasibility

study should be prepared for review. Optionally, costs might be born solely by developers or through a combination of private and public funds. However, development would be implemented in accord with the Village's standardized design specifications, ie; structural engineering, materials / surfaces, lighting, railings and landscape.

Waterfront access is considered to be of benefit to the developer as well as the public. Similar zoning texts require that site preparation including utility lines, grading, lighting, walkways, curbing and plantings, retaining walls and drainage for the public benefit portion of the be paid for by the developer.

As previously recommended, the Village should strongly consider provisions for active and passive recreation on the waterfront. A systematic means for mapping of locations and acquiring the land should be formulated and presented to public forum for approval. State law permits Planning Boards to condition approval upon the dedication of part of development land for public recreational use, or making payment in lieu of donating land to a Village trust fund earmarked for park land acquisition.

Irvington's subdivision regulations permit the Planning Board to require that up to 10% of land be set aside for parks or recreation. Alternate methods of securing future open space and recreational properties should be studied and discussed between representatives of the Village and landowners.

Funding sources for acquisition and preservation of active and passive recreation uses should be researched. These sources may include state and federal funding, existing Village trust funds already earmarked for recreation, and private donations.

- f. Explore feasible incentives of relocating the Irvington Boat Club to a central, more accessible location, possibly shared with a private marina. The relocation would open a natural connection between a waterfront promenade and

Matthiessen Park. Safe pedestrian access to the park will be enhanced.

Security gates may be employed based on prevailing ordinances already being observed.

Develop a boat launch area at the end of West Main Street. The launch could be designed as a refreshing break in an esplanade, a gateway to and from the river. A visitors boat dock, boat club, or marina could be developed around this focal point.

- g. Preservation of open space should be the primary goal in redevelopment of the waterfront. Adequate recreation land at projected levels of population should be provided.

To mitigate negative impact of potential new development on fiscal, environmental, and quality of life conditions, an assessment of all Village recreation land should be made and compared to projected development and standards of the National Recreation Association. This will reveal our current and future deficit and guide decisions.

A Public Open Space Plan map should be enacted as part of the Village's Official Map which shows all land the Village wishes to reserve or have dedicated to open space, recreational use, environmentally sensitive land or scenic resources to be protected and historic buildings or sites to be preserved.

- h. Access of fire and emergency vehicles must be accounted for in any development plan. Consideration should be given to the possible construction of an alternate bridge to assure access in case one means is obstructed. Another concept worthy of review is to erect a pedestrian bridge with vehicular access restricted to emergency vehicles.

- i. Illustrative concept plans for proposed zoning amendments should be drafted to evaluate density and scale of zoning scenarios possible. Plans should be developed in conformity with principals set forth in the adopted "Vision Plan", and environmental constraints including green space, land fill, grading, flood plain and view shed conditions.
- j. An economic impact statement should be produced based on projected development scenarios. This report would provide preliminary analyses of cost and revenues for selected long range schemes developed under any new zoning regulations. Only schemes providing a balance between environmental impact and a positive tax revenue to the Village should be considered in public forums.

The notion of purchasing waterfront property through the open space fund and other public or private sources of funding should also be the subject of the impact statement. Before any aquisition, the condition of any such parcel, the tax abatement consequences and possible maintenance / repair costs should be assessed.

4. Environmental issues:

- a. As a significant first step, the waterfront sites available for development must be tested to determine physical characteristics ie: soil capacity, test borings, ground water, the extent of any contamination and related environmental impact of development. Environmental quality reports must be done in accord with DEC regulations.
- b. Zoning of the waterfront should include environmental protection policies that would provide means of computing maximum density allowable for individual sites. Properties sharing the same zoning district might have different

allowable densities based on environmental sensitivities of the land, access and availability of services.

- c. Depending on the development proposed in the 100 year flood plain certain uses such as residential will be prohibited on the existing grade elevation. A variety of permitted alternatives might be required including parking, crawl spaces, elevated land fill, or first floors starting at a designated elevation above the flood plain.
- d. The State Environmental Quality Review Act requires local governments to determine the effect of certain development projects on the environment. The burden of environmental impact statements should be the responsibility of the developer based on specific site development proposals.
- e. Planning criteria for the waterfront must include environmental constraints. A draft generic Environmental Impact Statement should be done to examine alternate land use and density zoning alternatives. N.Y. State Department of Environmental Conservation records should be examined to determine findings of any soil tests previously filed by developers or land owners.

Potential environmental hazards from contaminated soils in landfill should be investigated as well as any remedial work officially required of property owners. Information on the environmental impact of repairing existing waterfront bulkheads should also be gathered and made part of an overall feasibility plan.

- f. The extent to which "outside" governing agencies will be involved in development of the waterfront should also be determined. Typically, the following agencies would be involved, depending on the development scheme proposed:

U.S. Army Corps of Engineers: dredging, bulkhead and marina construction.

New York State Department of Environmental Conservation: water quality, sewage, tidal wetlands, special habitats.

New York State Department of State: Waterfront area and coastal zone conformance with State Coastal Management Program.

Westchester County Board of Legislators: Sewer district expansion if required.

Westchester County Department of Health: Water systems, public pool (if any), or any other public health requirements.

Westchester County Planning Department: Review of applications regarding Critical Environmental Area designation and SEQRA regulations.

United States Federal Government: Flood plain and erosion regulations and New York State Coastal Zone Management.

5. Traffic and Parking:

- a. A Traffic Impact Statement based on NYSDOT standards should be produced to obtain current traffic counts and determine the increase in traffic expected to result from additional development of the waterfront and newly zoned areas east of the railroad tracks. Special emphasis must be given to the Bridge Street bridge. Traffic counts from Westchester County can be analyzed for Main Street and Broadway patterns. The White Plains Traffic Department can lend technical support and counter equipment for a traffic study.

- b. Development plans should include provisions for commuter drop-offs on the easterly side of the railroad tracks for southbound commuters. Currently 60% of the A.M. peak hour trips on Bridge Street are commuter drop-offs.
- c. An engineering study should be made of the Bridge Street bridge to determine its structural integrity and any remedial work required. Pedestrian access across the bridge should be improved, made more safe for children and A.D.A. compliant.
- d. Authorize more police patrol of traffic on Main Street to assure comfortable and safe pedestrian use, compliance with crossing and speeding laws, and control of congested traffic during peak hours.
- e. Long range planning for the waterfront should consider the feasibility of constructing a pedestrian bridge. The possible locations of a pedestrian bridge would be reviewed in concert with planning scenarios presented for public review. Consideration should be given to possible reduction of traffic impact if such bridge were located at a more southerly portion of the waterfront property, and accessible from adequate parking east of the train tracks. This could alleviate some traffic on Main Street, reduce parking requirements west of the tracks, and therefore reduce traffic over the Bridge Street bridge. A pedestrian bridge could be built to accommodate emergency vehicles. One location discussed was the area around the Cosmopolitan Building, which might be located well with new recreation areas.
- f. A parking study should be funded to determine investments necessary now to meet future demands. Conduct a survey of main parking areas for resident / community / commercial at different hours over a reasonable period of time. This investigation would evaluate a cross section of parking utilization. Present patterns can be identified, and required adjustments implemented. Main Street and side street parking patterns and dynamics should be carefully analyzed.

Increased demand for parking requirements should be determined based on projected development over the next five to ten years. Village planners should consult with Metro-North to coordinate implementation of additional commuter parking, and feasibility of a parking garage should be explored. Structured parking, increased parking on the east side of the railroad, the encouragement of after hour or weekend uses and residential uses need to be investigated as possible solutions.

- g. As suggested in the 1991 parking report by Terence Masterson: 'the whole subject of parking should be categorized according to areas of necessary improvement and addressed in a comprehensive manner'. To bring comprehensive perspective to the parking issue a population analysis should be categorized into residents, workers and store owners, commuters, business and customer traffic. This analysis will provide ratios to compare to existing conditions and can be an invaluable guideline for assessing future needs. An inventory of all existing parking spaces should be updated and supplemented with additional information regarding, availability of land which could be utilized, existing private parking, schools and churches. The planning of new parking spaces must be guided by the cyclical nature of many locations.

Review prevailing zoning and parking ordinances to discover possible further efforts which might be made to improve parking conditions along Main Street and the side streets. Parking time limits might allow only short time parking on Main Street during critical periods.

Laws regulating parking in the waterfront area should also be reviewed to assess the impact of new zoning on existing uses. Consideration should be given to the constraints inherent in the properties planned for rehabilitation and their ability to comply with higher density parking requirements. Regulations might need to apply differently for new construction.

- h. The Village should explore the feasibility of providing ample parking (away from the Main Street zone) for all day parking of retail owners and their employees, Village personnel and service vehicles. This must be done without further burdening side street residents who depend upon long term alternate side street parking.
- i. Consider the construction of a second level of parking at the Village owned lot on Main Street and Astor Street.
- j. Study further the possibility of using the existing Public Works site on Astor Street for a parking garage. The Public Works Garages may be considered as too low a use for prime Village property and could be relocated or integrated with a new structured parking complex on the same site. The facility would be of mutual benefit to community residents, Metro-North, Astor Street, and lower Main Street business district, users of park and recreation, "after hour" and weekend visitors to restaurants, open markets and other waterfront activities. Funding should be a cooperative public / private partnership between the Village, state grants, developers of the waterfront and Metro-North.

Planning studies should include researching the inventory of possible new sites for a Public Works Garage. Feasibility studies should also undertake an analysis of possible financing sources for such a structure.

- k. Metro-North has proposed a capital improvement program to expand train station parking lots in Irvington and other villages and towns along its routes. The Village should work creatively with Metro-North to determine how their respective plans might be coordinated for best results. The railway might be interested in reviewing Irvington's 'Vision Plan' for waterfront development in light of potential increased ridership. Planners should determine the extent to which the MTA would contribute to improvements for vehicular and pedestrian access to station platforms, parking facilities, and waterfront attractions.

- l. Large, open parking areas on waterfront properties should be carefully planned to satisfy functional and code requirements; however they should also not contribute to visual pollution along the river. Parking lots should be designed to include planted areas, walkways, and attractive lighting.
- m. As a priority, long term planning must be researched for parking throughout the Business District and Waterfront area. Alternate programs should be presented for public review and approval, including concepts which imply capital expenditure. Terence Masterson's report to the Mayor and Board of Trustees dated 12 June 1996, addressing suggestions and possible solutions to the growing volume of vehicular traffic in the Main Street and Waterfront zone should be given important consideration in any planning analyses.

Any development must proceed in accordance with N.Y. State and local laws. For new building projects on the waterfront, site development plans must be filed with the Planning Board for analysis, environmental impact studies must be submitted, and public hearings must be conducted.

For the Main Street and Waterfront districts: Procedures for review and approvals of proposed development should include early involvement of the Boards of Environmental Control and Architectural Review. As a suggestion, the Planning Board could coordinate with the B.A.R. before approving applications. Final site plan approval and issuance of a building permit would not be granted until both the Planning Board and the Board of Architectural Review have reviewed plans which include detailed illustration of the appearance of structures and the materials of which they will be built. The B.A.R. should be entrusted to exercise a discretionary approach to design review.

In summary, the Subcommittee has attempted to fulfill its charge and honorably respond by presenting herein a basic vision and plan of action to begin measures which may bring about realization of fundamental objectives of a "Vision Plan". However we have found that there are more questions than there are answers at this time.

While the Subcommittee conducted meetings, research, and reviewed previous studies, and endeavored to arrive at a consensus as foundation for this report, diverse opinion ranged from 'do nothing and leave well enough alone', to taking 'strong proactive and preemptive measures toward controlling development along Main Street and the Waterfront'. As a general consensus, however, this report is inclusive of the issues and opinions discussed at Irvington 2000 Committee and Subcommittee meetings, and includes relevant information presented by former studies and specialists consulted.

Further work must be done to determine the social, economic, and environmental parameters in order to more appropriately consider judicious alternatives for development. While this "Vision Study" allows for some creative imagination, it must be viewed from a realistic perspective. The major issues of traffic congestion, parking, environmental and life style concerns, re-use and improvement of existing building stock, limited access to Main Street and the Waterfront, the cost of proposed infrastructure improvements, implied tax ramifications and liabilities require careful analysis. Efforts and investments must be weighed against gains and revenue.

This report should be supplemented with a more structured analytical study of issues based on more refined data. More in-depth surveys of attitudes of residents and merchants is necessary and more possibilities regarding the potential uses of the Waterfront must be presented before specific zoning amendments can be proposed for public approval. A general consensus will be refined through public discussions.

Irvington, like other historic towns is a nineteenth century village with twenty-first century problems. Development will continue with or without establishing planning guidelines and controls. Any community is made up of a group of stake holders with opposing opinions, and

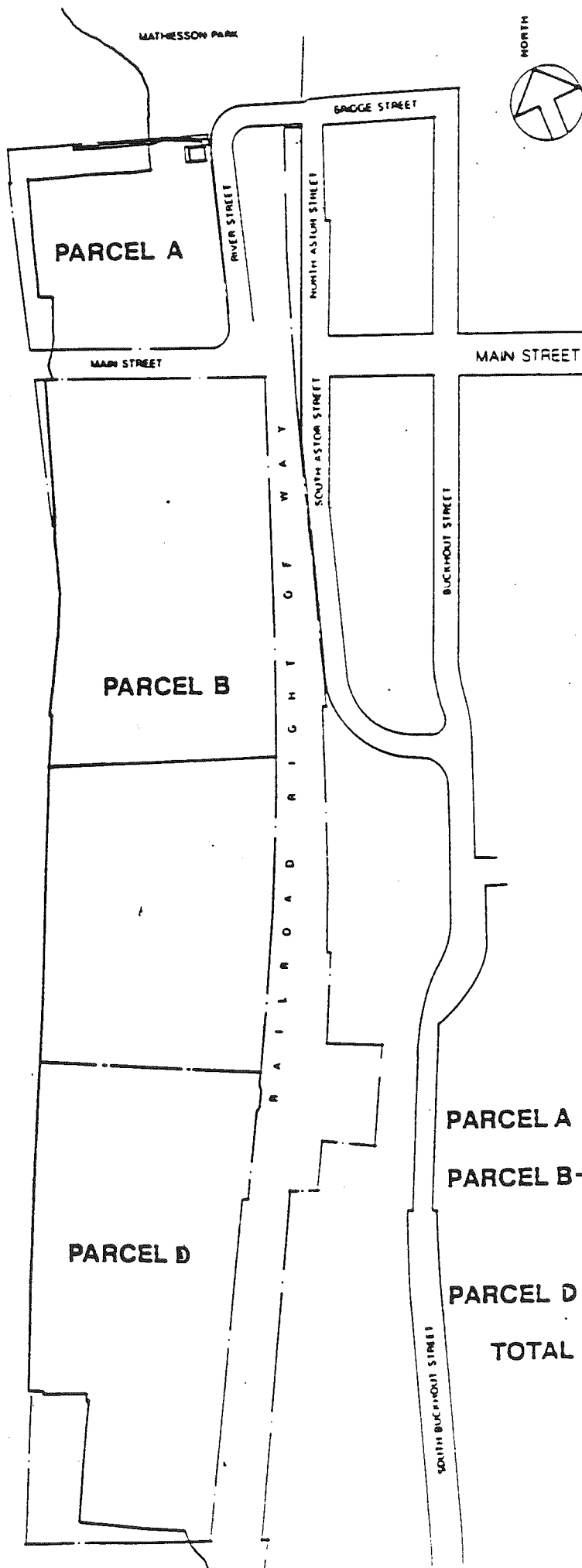
we are also a part of a greater community of neighboring towns and other 'river villages'. Our problems did not develop rapidly, and cannot realistically be solved quickly. Progress can however occur gradually in small incremental steps rather than trying to take on overwhelming challenges with unrealistic expectations for immediate large scale improvements.

The Subcommittee will be available to stand and work with the Village, help arrange a hierarchy of priorities, and categorize recommendations into realistic short and long range goals of achievement.

After review of this study by the Board of Trustees, Village Administrators, Zoning, Planning, Architectural Review, Environmental Control, and Recreation Boards, a committee should be organized to implement a plan of action and to coordinate and oversee the planning process.

This draft is presented to the Mayor and Board Of Trustees, and Chairpersons of the Irvington 2000 Committee for review. Based on written comments of reviewing parties, this report will be amended and submitted to the Village Administrator's office as a "Vision Study" for further review and disposition.

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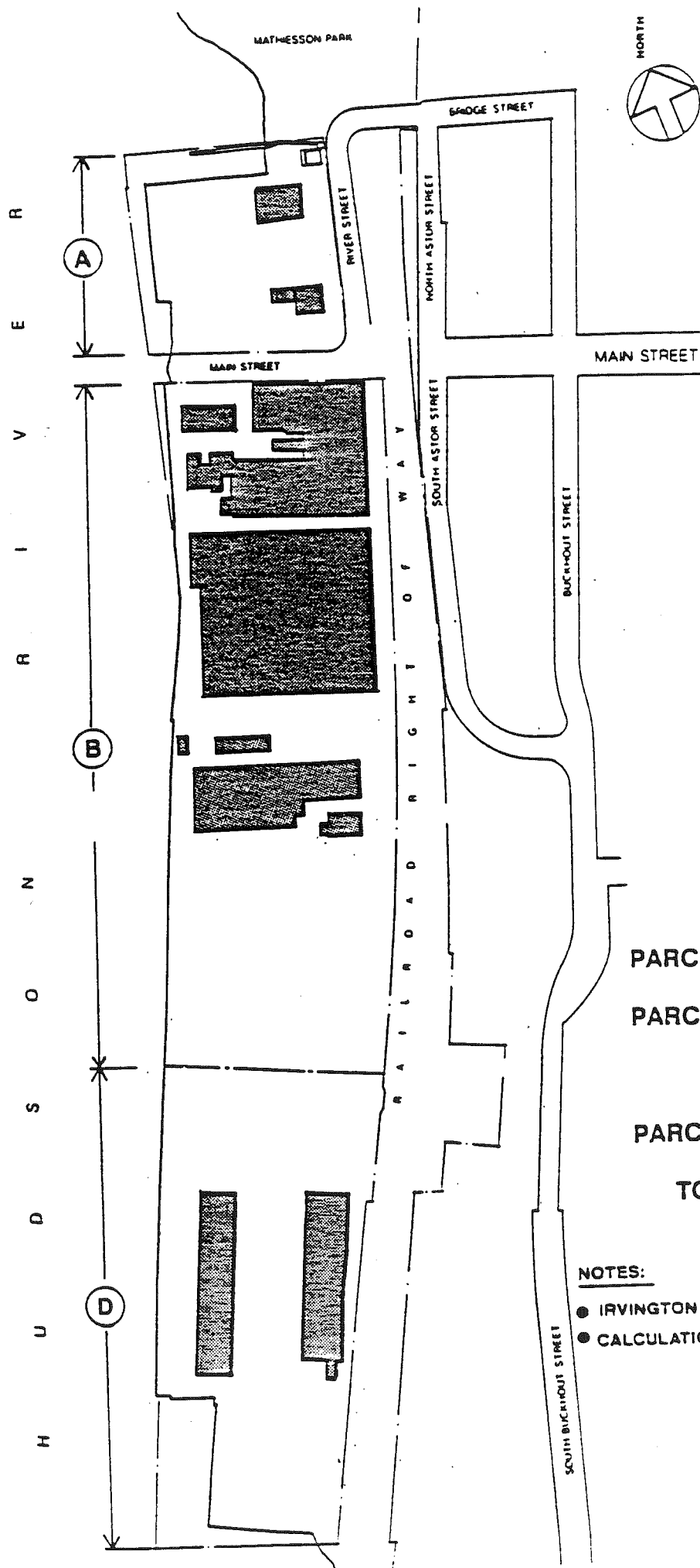


	TOTAL ACREAGE	UPLAND ACREAGE
PARCEL A	3.02	2.458
PARCEL B-C	11.08	11.004
	<hr/> 14.10	<hr/> 13.462
PARCEL D	7.00	6.285
TOTAL	<hr/> 21.10	<hr/> 19.747

FIGURE 5
WATERFRONT:
INDUSTRIAL ACREAGE



GRAPHIC SCALE:

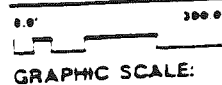


	TOTAL FLOOR AREA	F.A.R.
PARCEL A	9,750 S.F.	.09
PARCEL B	235,775 S.F.	.49
	245,525 S.F.	.49
PARCEL D	46,440 S.F.	.11
TOTAL	291,965 S.F.	.30

NOTES:

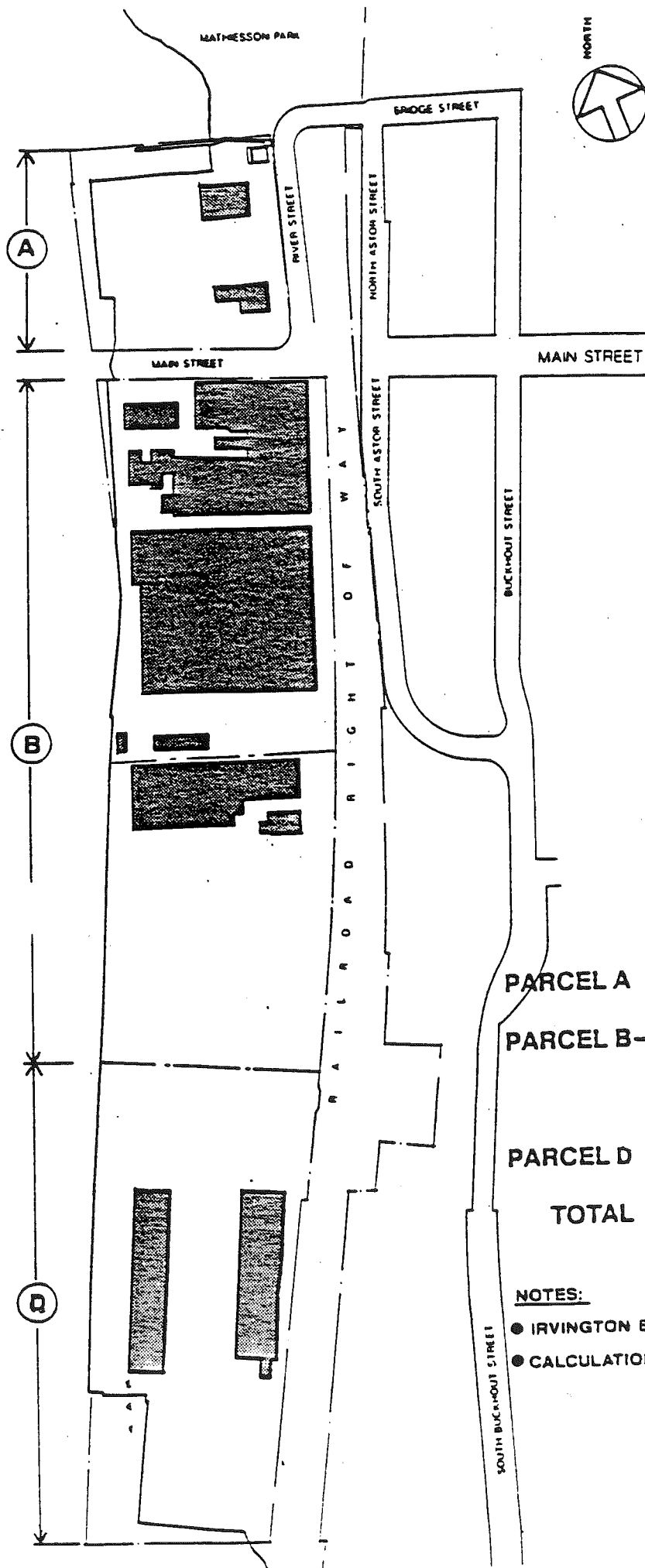
- IRVINGTON BOAT CLUB NOT INCLUDED IN CALCULATIONS
- CALCULATIONS BASED UPON UPLAND ACREAGE

**FIGURE 6
WATERFRONT:
EXISTING F.A.R.**



GRAPHIC SCALE:

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	GROUND FLOOR AREA	COVERAC
PARCEL A	9,750 S.F.	9%
PARCEL B—	178,263 S.F.	37%
	188,013 S.F.	32%
PARCEL D	46,440 S.F.	17%
TOTAL	234,453 S.F.	27.2%

NOTES:

- IRVINGTON BOAT CLUB NOT INCLUDED IN CALCULATION
- CALCULATIONS BASED UPON UPLAND ACREAGE

**FIGURE 7
WATERFRONT:
EXISTING COVERAGE**

0' 0" 300.0'
GRAPHIC SCALE:

Esplanade

Possible additional parking

Possible additional parking

Possible pedestrian bridge

Park / Recreation

Esplanade

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BRIDGE

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IRVINGTON 2000 COMMITTEE

Chairperson, Terence Masterson

Vice-Chairperson, Brenda Livingston

Waterfront & Business Development Subcommittee

Chairperson, Earl Ferguson

Vice-Chairperson, Adele Warnock

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Barrett Seaman